SAN FRANCISCO

10-19-78

NORTH

WLRDS

LEGEND

AIRPORTS

Civil – Public use, prepared through FAA

Military – Without charting restrictions

Military – Restricted use, prepared through FAA

For complete airport information, see Airport Data

Abandoned – Paved, having landmark value

Heliport – Selected

Unverified – Emergency use only

Abandoned – Paved, having landmark value

Seaplane Base (SPB)

Airports served by carriers of least 1500 lbs/ cap and shown in CAPITALS. All navigational aids, including those not shown on this chart, are listed in the Airport Data.

AIRPORTS WITH SERVICES

Fuel available, not fully attended, normal working hours

Fuel available, not fully attended, normal working hours

Fuel available, attended, normal working hours

AIRPORTS WITH EMERGENCY OR NO SERVICES

AIRPORT DATA

Airport name abbrev.: includes city or field

NAME 21 118.3

Fuel 100LL, JET A, JET A1+

Rwy. 11-29 7,000 X 150 ASPH-F

Rwy. 01-19 4,000 X 75 ASPH-F

Rotating beacon: Lights from 1 to 7 in 1° increments

Non-directional radiobeacon

Tower: Operates continuously unless otherwise noted

UNICOM – Licensed aeronautical advisory station

CTAF (MIRA) – Common traffic advisory frequency (CTAF) available and frequency is other than primary CT frequency

12 X – Elevation in feet

T – Control tower operational hours as follows:

1 – Lighting controlled by tower or by pilot on request

2 – By radio call, when tower is closed

3 – Lighting controlled by pilot on request, or not an operating airport/field

4 – Part-time tower, see Airport Data

L – Length of longest runway in hundreds of feet

Runway identification number: Where two runways are intersected by a dash, the respective character is replaced by a dash.

ASR – Has Airport Surveillance Radar

NDB – Has Federal Control Tower

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

VHF OMNI RANGE (VOR)

VORTAC

VOR-DME

Non-Directional Radiobeacon

Marine Radiobeacon

Other facilities, i.e. Commercial broadcast, FSS, ARTCC, RCO, ACCO, WSO, WSFO, etc.

Frequency in use (Hundreds, Tens and Units Digits Only)

Name of Facility

Class of Facility

Identification Group (Letters in Morse Code)

Radio Channel

Frequency in use (Hundreds, Tens and Units Digits Only)

Name of Facility

Class of Facility

Identification Group (Letters in Morse Code)

Radio Channel

Name that the navigation Radio Aid(s) should have. Only those VOR, VORTAC and VOR-DME's which are in the Airport Data are not shown above boxes. All other Aids are shown.

Frequency in use

Name of Facility

Class of Facility

Identification Group (Letters in Morse Code)

Radio Channel

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

AIRSPACE INFORMATION:

Only the controlled and reported airspace effective below 18,000 ft MSL are shown. Class B airspace is shown as

Low Altitude Federal Airways are indicated by colored tint.

Class C airspace is shown as

Class D airspace is shown as

Class E airspace is shown as

Floor 700 feet above surface

Floor 1200 feet above surface

Floors other than 2000 MSL, 700 or 1200 feet above surface are charted.

Control Zones are charted as

Airport Traffic Areas are charted as

Terminal Radar Service Areas are charted as

Military Operations Areas (MOAs) are charted as

Restricted, Prohibited, Warning and Alert Areas

Alert Areas are charted as

Caution Areas are charted as

Danger Areas are charted as

Military Training Routes are charted as

Boundary of Continental Control Area

Boundary of Terminal Control Area

Boundary of Airport Traffic Area

Boundary of Class B Airspace Area

Boundary of Class C Airspace Area

Boundary of Class D Airspace Area

Boundary of Class E Airspace Area

Boundary of Special Use Airspace

Boundary of Military Training Route

Boundary of Military Training Route

Boundary of Military Training Route

PLOTTING DIRECT ROUTE ON NORTH/SOUTH CHART

The dashed lines on the sketches below represent the match line for the NORTH and SOUTH chart. This is indicated on the printed charts by the terminations of the short-dash lines. The overlap area, which is west of them, is the area found between the match lines.

Step No. 1:
Place the edge of the chart having a meridional (north) reverse the match line, place a sheet of paper (or other straight edge) so that it coincides with the match line while another edge intersects Terminal Point 1. Make a mark on the edge of the paper at Terminal Point 1. Then, with the straight edge still coincident with the chart extending from match line to the edge of the chart, draw a straight line.

Step No. 2:
Roll the short over and transfer Mark "B" from the north chart to the south chart, extending the mark with the straight edge. Then, with Mark "B" on the match line with the corner of the sheet at the transferred Mark "B", with a straight edge draw a line from Terminal Point 1 to the intersection of the match line forming Point "C".

Step No. 3:
Roll the chart over and transfer Point "C" from the south chart to the north chart. This is done by measuring the distance from Mark "B" to Point "C" along the match line from the south chart, and transferring this distance to the match line at Terminal Point 1. This line is the continuation of the direct route shown on the south chart.

NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Postage-paid Chart Correction Cards are provided for your convenience. Mail to: Director, Coast and Geodetic Survey Stations. Where delineation of data is required, such information should be indicated clearly and accurately on a current chart (a replacement chart if necessary). Mail to: THE DIRECTOR, NATIONAL OCEANIC SURVEY, NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, ROCKVILLE, MD. 20852.

Uncontrolled airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within the Continental Control Area unless it is designated other than 1500 feet above the terrain and certain special use airspace areas.

CONTROL TOWER FREQUENCIES ON SAN FRANCISCO SECTIONAL CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining listing. No low or medium transmitting frequency is listed first followed by a VHF local control frequency and the primary VHF and UHF military frequencies. Where a single frequency is shown, it is used for both. Where two frequencies are necessary, control to the calculated full time FSS for use as Airport Advisory Service (AAS) during hours tower is closed. Receiving frequencies are shown thus: 122.5R. Hours shown are local time.

Airports with Automatic Flight Service Stations (AFSS) located on the field are named among frequencies, all AFSS frequencies available are tabulated below.

ADR and/or FMB indicates Radar Instrument Approach available.

MAG ALAMEDA	ATIS 284.2	127.05 340.2 ADR FMB	
BEALE AFB	ATIS 270.5	126.2 284.8 ADR FMB	
BUCHANAN	ATIS 126.7	Opr 0700-2300	119.7 257.8
CASTLE AFB	ATIS 275.8	126.2 289.6 ADR FMB	
CHICO	Opr 0700-2000	123.0	
NLT CROWS LANDING	Opr Mon-Fri as need	126.2 340.2	
NAS FALLON	Opr 0700-2100	126.2 340.2 ADR FMB	
FRESNO AIR TERMINAL (Fresno Twr)	ATIS 115.9 118.3	118.2 270.1	
FRESNO-CHANDLER DOWNTOWN (Chandler Twr)	Opr 0700-2100	120.1 336.5	
FRESNO AAF	Opr 0700-2200 Mon-Thu 0700-2200 Fri 0800-2000 Sat-Sun 2.8 Mi	126.2 270.6 ADR FMB	
HAYWARD	ATIS 126.2	Opr 0700-2300	118.9 125.8 257.8 127.58
LAKE TAHOE (Tahoe Twr)	Opr 0700-2200	118.4 257.8	
NAS LEMOORE	ATIS 282.6	126.2 340.2 ADR FMB	
LIVERMORE	Opr 0700-2100	118.1 366.7	
MATHER AFB		126.2 284.4 ADR FMB	
McCLELLAN AFB	ATIS 269.9	124.6 360.2 ADR FMB	
MERCED	Opr 0800-2000	121.6 252.9	
METROPOLITAN OAKLAND INTL (Oakland Twr)	ATIS 126.8 128.5	118.3 127.2 256.9 390.9	
MODESTO	Opr 0530-2230	120.0 257.8 127.58	
NAS MOFFETT	ATIS 283.0	126.2 293.2 ADR FMB	
MONTEREY PENINSULA (Monterey Twr)	ATIS 119.25	118.4 257.8	
NAPA CO (Napa Twr)	ATIS 124.05	Opr 0700-2300	118.7 257.8
PALO ALTO	Opr 0700-2200	118.6 257.8	
REID HILLVIEW	ATIS 125.2	Opr 0700-2300	119.8 257.8
RENO INTL	ATIS 125.8	118.7 257.8 ADR	
SACRAMENTO EXECUTIVE	ATIS 125.5	119.5 257.8	
SACRAMENTO METROPOLITAN (Metro Twr)	ATIS 126.75	124.7 256.7	
SALINAS	Opr 0600-2200	123.4* 239.5	
SAN CARLOS	ATIS 125.5	Opr 0700-2300	119.0 256.2
SAN FRANCISCO INTL	ATIS 135.8 133.9	120.5 353.6	
SAN JOSE	ATIS 124.1	120.7 126.0 257.6	
SHARPE AAF	Opr 2200-1545 Mon-Fri and Hol	126.2 139.3 232.2	
SONOMA CO	Opr 0630-2230	118.5 262.0	
STOCKTON METROPOLITAN (Stockton Twr)		120.2 258.6	
TRAVIS AFB		120.75 255.9 ADR FMB	
YUBA CO (Marysville Twr)	Opr 0700-2000	119.3*	

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all obstacles, telegraph and power transmission lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

SAN FRANCISCO

Warning: National Defense Operating Area. Operation hazardous to the flight of aircraft conducted within this area.

W-260

WARNING W-513

WARNING 285-A

WARNING W-283

Monday thru Friday
Control area excludes the 12.5 hours between 0800-2030 PST and has floor of 3600 feet within W-513 between 2000-0800 PST.

5000 MSL
2500 MSL
CONTROL AREA 1154
CONTROL AREA 1153
CONTROL AREA 1155
17°E

TERMINAL CONTROL AREA ALTITUDES
80 --- Ceiling of TCA in hundreds of feet MSL
60 --- Floor of TCA in hundreds of feet MSL

FOR FLIGHTS AT AND BELOW 8000' MSL SEE SAN FRANCISCO VFR TERMINAL AREA CHART GROUP, I TCA

FAA air traffic service outside U.S. airspace is provided in accordance with ICAO procedures. Annex 11 of ICAO Convention, ICAO Convention not applicable to state aircraft but compliance with ICAO standards and practices is encouraged.

NOTICE TO PILOTS
The State of California Fish and Game Code prohibits flights below 1000' AGL over HUMBOLDT BAY WILDLIFE REFUGE, SAN PABLO BAY NATIONAL WILDLIFE REFUGE, FARALLON NATIONAL WILDLIFE REFUGE, SAN FRANCISCO BAY NATIONAL WILDLIFE REFUGE, SALINAS RIVER NATIONAL WILDLIFE REFUGE, MONTEREY BAY NATIONAL WILDLIFE REFUGE, and HUNTER LIGGETT MILITARY RESERVATION.

NOTICE TO PILOTS
The State of California Fish and Game Code prohibits flights below 1000' AGL over SALTON SEA STATE GAME REFUGE.

ALERT AREA
PRACTICE INSTRUMENT APPROACHES

MOA
Special use operations being conducted in approximately 10 mile inward

R 2513

R 2531

PACIFIC COASTAL ADIZ

OAKLAND OCEANIC CTA/FIR

SAN FRANCISCO OCEANIC CONTROL AREA

NORTH PACIFIC OCEAN

CONTROL AREA 1177

16°30'E

18°30'E

18°E

Jeans Los Angeles

VORTAC 114.2 FRE

VORTAC 114.3 FAT

VORTAC 117.1 AVE

VORTAC 108.2 BTY

VORTAC 115.4 IPL

SAN FRANCISCO